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at 5 50 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JANUARY 10, 1898.

Fifty years ago, writing on the subject of 'Parliamentary Reform,' Herbert Spencer devoted some attention to the growing strength of the working classes as a voting power, and pointed out the danger that would accrue from such an extension of the franchise as would give the working classes the preponderating voice in the selection of representatives in the British House of Commons.

Far removed from party influences, despite his readiness to descend into the controversial arenas of the day and to measure weapons in dialectic warfare, the philosopher was able to take a disinterested survey of the drifts of public affairs, and to utter a prophetic warning to the men who, tinkering with the masses, were prepared to tinker with the Constitution, to lower the franchise, to initiate what are euphemistically designated 'reforms,' and, for the sake of temporary notoriety and personal gain, to place the voting power of the country in the hands of the unreasoning populace. To enforce his arguments, he enumerated as one of his countless errors taught the people the passing of the Ten-Hours-Bill. He maintained that this would be construed as an admission of a principle that 'it was the duty of the State to limit the duration of labour,' and predicted serious dislocation of trade as the outcome of this mischievous and un-

diating between capital and labour. The formidable strike of the Amalgamated Engineers of the day was the first of the many labour wars, which, during the last half century, have widened the breach between capital and labour, until, among certain sections of the working classes, the prevailing sentiment towards the employer is one of antagonism and deadly enmity. Those who have the 'best interests of the country at heart will rejoice that the Engineers' strike is virtually at an end, and that that powerful organisation, the Amalgamated Society of Engineers, has been defeated in its attempt to force an eight-hours' working day upon the great engineering firms of England, Scotland and Ireland. We say everyone should rejoice at the defeat of the men, not because we are hostile to the principle of Trades Unionism, which has unquestionably secured many desirable reforms in the conditions of labour, but because the time has come for a determined stand against the growing desire on the part of the men to arrogate to themselves, or rather to the officials of their organisation, what was practically the

management of the engineering trade, denying the employers the rights to which their investment of capital entitle them, refusing to take into consideration the changing conditions of foreign competition. The men succeeded in obtaining a ten-hours' day, the nine-hours' day followed, the eight-hours' day was demanded, and there was 'only too good reason for believing that their demand would not stop there, but that a shorter working day would be accompanied by the enforcement of restrictive conditions on the internal management of the workshops.

The termination of the strike affords an opportunity for a backward glance at the causes of one of the most disastrous labour disputes, disastrous to the masters, the men, and the general trade of the country, for so complex is the industrial and commercial life of highly

civilised organisms that no one important branch of trade can come to a standstill without affecting prejudicially millions of persons not immediately concerned in the subject of dispute. It was on the 30th April, 1897, that the first demand was made by a Joint-Committee of certain trades for an 'eight hours' working day without a reduction of pay.' The demand was addressed to the London engineering firms, the idea being that the Amalgamated Society, supported by the funds of workers all over the country, would fight each district separately until the employers were compelled to yield. Negotiations were carried on till the 28th of June, when the Joint-Committee wrote to Messrs Humphreys, Tennant and Co., Thomas Middleton and Co., and Thornycroft and Co. (three London firms whose shops were full of urgent work) stating that unless the reduction of hours was conceded, without a reduction of pay, before the 3rd of July, the Society men would be withdrawn from work. It was an ugly threat and the time of grace was short. In the meantime, however, the Masters' Federation had decided on a plan of campaign. They resolved to give combination against combination. Had they agreed to fight the Society as it had planned, it is conceivable that the men at work in other parts of the country would have been able to provide ample funds for the support of the men on strike, and the outcome would have been bankruptcy for the London firms. The masters all over the country decided for a lock-out, and the

struggle has been in progress for six months, the coffers of the Amalgamated Society have been depleted, households have been razed, thousands of working men have tied round their necks a mill-stone of debt which a lifetime of work will never reduce, and trade has been driven out of the country probably never to return. Dearest bought as it is for the employers of labour we hope the defeat of the A. S. S.

[illegible]

LOCAL AND GENERAL.

STEAMERS PASSED SUZ CANAL.
(SUPPLIED THROUGH REFERENCE.)

OUTWARD BOUND:—*St. Ronald*, Adelaide, 21; *Maru*, Dec. 10; *Prometheus*, 21; *Carmentis*, 21; *Maria Valerie*, 24; *Corn*, 28; *Tiger*, 28; *Borneo*, *Bravo*, 31; *Albatross*, 31; *Patton*, 31; *North*, 31; *Natal*, 31; *Orefiled*, *Longbank*, Jan. 1; *Hecla*, 31; *Japan*, 31; *Gladesby*, *Indo*, *Petro*, 31; *Surpeton*, *Vindobona*, *Mfin*, 1; *Copack*, 1; *Benduler*, *Benidomand*, *Sachsen*, *Deomshire*, *Lennox*, *Scotora*, 18.

HOMeward BOUND:—*Marica*, *Richmers*, *Adelaide*, Dec. 21; *Mendaua*, *Waddy*, 24; *Bayern*, 24; *Albatross*, 24; *Manila*, 31; *Albourn*, *Antenor*, Jan. 4; *Formosa*, *Gronatya*, *Thelia*, 11; *Ernest Simons*, 14; *Ulysses*, 18.

Mails.

The P. & O. Co.'s s. *Ganges*, with the ENGLISH MAIL of 24th Dec., left Singapore on Tuesday, the 18th Jan., at 8 a.m., and may be expected here on or about Monday, the 24th Jan. This Packet brings replies to letters despatched from Hongkong on Nov. 18th.

The A. & O. C. s. *Doric*, with the AMERICAN MAIL of 29th Dec., leaves Yokohama on Tuesday, the 18th Jan., and may be expected here on or about the 25th Jan.

The P. M. s. *China*, with mails &c., left San Francisco for this port, via Yokohama, Kobe, and Sen. Kobe, Nagasaki and Shanghai, on the 6th Jan.

The O. R. s. *Delaware*, leaves San Francisco for this port, via Yokohama, Kobe, Sen. Kobe, Nagasaki and Shanghai, on Sunday, the 18th Jan.

Steamers Expected.

The R. L. s. s. *Deike Richmers* left Singapore on the 10th Jan., and may be expected here on or about the 17th Jan.

The N. Y. K. s. *Aitoshima Maru* left Singapore for this port on the afternoon of Jan. 12th, and is expected to arrive here on the afternoon of 18th Jan.

The N. Y. K. s. *Omi Maru* left Thursday Island for this port on the 10th Jan., and is expected to arrive here on the 21st Jan.

The N. Y. K. s. *Kagoshima Maru* left Shinjokoku for this port on the evening of Jan. 11th, and is expected to arrive here on the 21st Jan.

The N. G. I. s. *Bornida* left Singapore for this port on the 13th Jan., and is due here on or about the 21st Jan.

The Extra N. D. L. s. *Dornedick* left Colombo on Tuesday, the 11th Jan., and may be expected here on or about Friday afternoon, the 19th Jan.

The P. & O. Co.'s s. *Hydras* left Bombay for this port on the 8th Jan.

The N. P. Co.'s s. *Victoria* sailed from Tacoma, for Japan and Hongkong, on the 8th Jan.

The N. P. Co.'s s. *Lombard* sailed from Seattle, for Japan and Hongkong on the 3rd Jan.

Latest Arrivals.
The P. M. s. s. *Peri*, with mails, &c., which left hence Dec. 16th, for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu; arrived at her destination on the 16th Jan.
The s. s. *Catherine Apsar*, from Calcutta, left Singapore for this port on the afternoon of 18th Jan.

The delivery of the French Mail was begun at 7.55 p.m. yesterday.

H.M.S. Pique arrived at Wexung on the 15th inst. from Cheumulso.

—**VEHICLES AT THE BOOKS:—At Kenilcon—**
H.H.I.G.M.S. Moore, Hermann, Bygdo,
 Triumph, Tordenskjold, Kwei-yang, Taile, *Aberdeen*.—(None):
Cornopoliton.—West York, Memnon.

There are no snakes or beasts of prey in Hawaii, but the people are not braggings. They still have the sugar trust.

MAUD (who has just been killed by George under a piece of mistletoe, which he had discovered hanging in the hall). 'Oh, George, you wicked wretch, took advantage of me like that. I wish I knew who hung it there. I'd—I'd pay them out, that's all I say.'
 GEORGE (to little brother later on in the evening). 'Willie, I am going to take Maud away from you soon; will you be satisfied?'
 WILLIE. 'Not in the least, me.'
 COPPER. 'Sis and I are not friends now.'
 GEORGE. 'How is that?' WILLIE (headless). 'Maud's killing (staves).'
 'Oh, she snatched my ears for dipping her of the chair when she was sniling up that mistletoe.'

**CANADIAN PACIFIC RAILWAY COMPANY'S
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PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 16th Feb./98.
EMPRESS OF JAPAN...Comdr. OEO. A. LEE, R.N.R. WEDNESDAY, 16th Mar./98.
EMPRESS OF CHINA...Comdr. H. PYBUS, R.N.R. WEDNESDAY, 6th April/98.

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Hongkong, January 10, 1902.

D. E. BROWN, General Agent.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
Shippers.	Destinations.	Sailing Dates.
HIKOSHIMA MARU, N. OHNO.	Kobe and YOKOHAMA.	FRIDAY, 21st Jan., at Noon.
SAGAMI MARU,	SHANGHAI, JENSEN, SHU.	FRIDAY, 21st Jan.,

MONDAY, 24th Jen., at 2 Noon.	MONOSEKI and KOBE.	MONDAY, 24th Jen., at 4 p.m.
TUESDAY, 25th Jen., at Noon.	NAGASAKI, KOBE and YOKOHAMA.	TUESDAY, 25th Jen., at Noon.
THURSDAY, 27th	SINGAPORE, OOLOMBO and BOMBAY.	THURSDAY, 27th
	SEATTLE, Wash. U.S.A., Via Kaga & Yokohama.	

YAMASHIRO MARU, J. JONES,	SYDNEY AND MELBOURNE, (via THURSDAY ISLAND, TOWNSVILLE, KREPPLEBAY AND BAINSBIDGE.)	Jan., at 4 p.m.
INABA MARU, W. BAINSBIDGE,	MARSEILLES, LONDON, NEW- CASTLE & ANTWERP, via STONE, (including Cebu, Col, Java Ports, Perak, Penang, Singapore.)	FRIDAY, 28th Jan., at 4 p.m. THURSDAY, 3rd February, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMSHIP.

For further information as to Freight, Passage, Sullings, etc. apply to the Company's local Branch Office at No. 100 Broadway, N. Y.

Hongkong, January 15, 1898

A. S. MIHARA, *Manager.*

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NORTHERN PACIFIC STEAMSHIP COMPANY.

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Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Tacora.....	2645	J. Dixon.....	Feb. 3.	Pelican.....	1238	A. Gove.....	Feb. 8.
Victoria.....	3167	J. Truebridge.....	Feb. 29.	Bruemar.....	601	A. Porter.....	March 8.
Olympia.....	3168	Dubson.....	Mar. 10.	Mogul.....	1654	W. H. Wright.....	Mar. 20.
Columbia.....	2656	A. Cow.....	April 7.				

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Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
 Hongkong, January 12, 1883. *General Agents.* 80

WEEKLY NEWS FOR HOME. **Fees for Public Vehicles.**

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 shipping, and other information. **THE**

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and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the great Ports and in the interior, it offers great advantages to advertisers.

The *Overland China Mail* will be regularly served from the *China Mail Office* to au-

Tinseltown.
(With single driver).

Quarter-hour	0.05	Hour	0.15
Half-hour	0.10	Every	subsc.

NORA.—Victoria extends from Mount
 Davis to Gateway Bay and up to the level
 of Robinson Road. If the vehicle is
 discharged beyond these limits half fare
 extra is calculated for the return journey.
 Notes:—Buses to Albury and other towns
 in the north-west are common.

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